

## CONSTRUCTION (TRUST FUND)

### Authorization

Public Law 95-599, as amended (Title I, section 104(a)(8))	Federal Aid Highway Act of 1978, as amended
23 U.S.C. 203	Contract Authority for parkways
Public Law 93-87, section 160	Relocation of Route 25E, Cumberland Gap NHP
Public Law 99-500	Dept. of Interior appropriations Act for FY 1987
Public Law 101-512	Dept. of Interior appropriations Act for FY 1991

### Overview

The appropriations in this parkway construction account were authorized by Federal Aid Highway Act of 1978 in amounts totaling \$180.000 million for parkways, to be derived from the Highway Trust Fund. These parkway authorizations have been regarded as contract authority in accordance with 23 U.S.C. 203. All of the \$180.000 million authorized have been made available as appropriations to liquidate contract authority, in separate amounts for several fiscal years ending with the appropriation in FY 1991. Appropriation language has made the contract authority and the appropriations available until expended.

Funds have been programmed within the amounts earmarked in appropriation acts for three projects: the reconstruction and relocation of Route 25E through the Cumberland Gap National Historical Park (authorized by section 160 of Public Law 93-87), and improvements to the George Washington Memorial Parkway and to the Baltimore-Washington Parkway (authorized by bill language earmarking funds in several Department of the Interior and Related Agencies Appropriation Acts, beginning with the Act for fiscal year 1987 (Public Law 99-500), and ending with the Act for fiscal year 1991 (Public Law 101-512)).

### FY 2002 Estimated Program and Anticipated Accomplishments

The two parkway projects are reported to have been completed; no further obligations of funds are estimated for FY 2002 or later for these two projects. Therefore any unobligated balances for these two projects are available within the Construction (Trust Fund) account for the Cumberland Gap tunnel project. Such reprogramming of funds would not exceed the totals of amounts earmarked for each project in the appropriation acts because the total of the FY 1991 appropriation language to liquidate contract authority, \$52.7 million, exceeded the balance available for appropriation, \$22.143 million, leaving a difference of \$30.557 million in unrealized appropriations, and allowing sufficient flexibility to reprogram among projects while staying within the total of amounts earmarked in bill language for each project.

Obligations in FY 2002 are estimated to total \$0.960 million, all for the Cumberland Gap project, of which \$0.284 million by the National Park Service are for completion of signs and exhibits, water quality monitoring, and trail connections, and of which \$0.676 million by the Federal Highway Administration are for equipment and electrical components in the tunnel and for final site work including some utilities relocation, completing their part of the project work. The Cumberland Gap tunnel has been open for traffic since 1996, and operation of the tunnel was turned over to the Kentucky Transportation Department January 1, 2002.

The total unobligated balance in this account estimated to carry over into FY 2003 is \$4.313 million. Obligations for the Cumberland Gap project are expected to be completed in FY 2003, for NPS land purchases, endangered species protection, project impact mitigation and archeological assessment and protection; this may leave some funds unused. This final project work to be funded from this account is expected to be completed and paid in full by the end of the first quarter of FY 2004, and any unused funds returned to the Treasury. So now we can see "the light at the end of the tunnel" for this project.

In addition to these funds, the Intermodal Surface Transportation Act of 1991, Public Law 102-240, provided authorizations and specific appropriations for continued construction of the Cumberland Gap tunnel. Except for the NPS Construction (Trust Fund) account, appropriations for this project are made directly to the Department of Transportation rather than to the Department of the Interior.

**NPS Budgetary Resources by Activity: Construction (Trust Fund)**

Identification code: 14-8215-0-7-401

<b>Program Activity</b>	<b>2001 Actual</b>	<b>2002 Enacted</b>	<b>2003 Request</b>	<b>Change From 2002 (+/-)</b>
<b>1. Cumberland Gap Tunnel</b>				
<b>Available for Obligation</b>				
<b>From prior years</b>				
Unobligated balance, start of year.....	5,813	5,273	4,313	-960
Reprogramming of unobligated balances.....	-431	0	0	0
Recovery of prior year obligations.....	456	0	0	0
<b>Subtotal, Unobligated funds.....</b>	<b>5,838</b>	<b>5,273</b>	<b>4,313</b>	<b>-960</b>
<b>New Budget Authority</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL Available for Obligation.....</b>	<b>5,838</b>	<b>5,273</b>	<b>4,313</b>	<b>-960</b>
<b>Less: Obligations.....</b>	<b>-565</b>	<b>-960</b>	<b>-4,313</b>	<b>-3,353</b>
<b>Unobligated balance, end of year.....</b>	<b>5,273</b>	<b>4,313</b>	<b>0</b>	<b>-4,313</b>
<b>2. George Washington Memorial Parkway</b>				
<b>Available for obligation</b>				
<b>From prior years</b>				
Unobligated balance, start of year.....	0	0	0	0
<b>Subtotal, Unobligated funds.....</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>New Budget Authority</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL Available for Obligation.....</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Less: Obligations.....</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Unobligated balance, end of year.....</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>3. Baltimore Washington Parkway</b>				
<b>Available for obligation</b>				
Unobligated balance, start of year.....	0	0	0	0
Reprogramming of unobligated balances.....	431	0	0	0
<b>Subtotal, Unobligated funds.....</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>New Budget Authority</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL Available for Obligation.....</b>	<b>431</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Less: Obligations.....</b>	<b>-431</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Unobligated balance, end of year.....</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>C(TF) Account Total</b>				
<b>Available for obligation</b>				
<b>From prior years</b>				
Unobligated balance, start of year.....	5,813	5,273	4,313	-960
Reprogramming of unobligated balances.....	0	0	0	0
Recovery of prior year obligations.....	456	0	0	0
<b>Subtotal, Unobligated funds.....</b>	<b>6,269</b>	<b>5,273</b>	<b>4,313</b>	<b>-960</b>
<b>New Budget Authority</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL Available for Obligation.....</b>	<b>6,269</b>	<b>5,273</b>	<b>4,313</b>	<b>-960</b>
<b>Less: Obligations.....</b>	<b>-996</b>	<b>-960</b>	<b>-4,313</b>	<b>-3,353</b>
<b>C(TF) Unobligated balance, end of year.....</b>	<b>5,273</b>	<b>4,313</b>	<b>0</b>	<b>-4,313</b>

## Budget Account Schedules Construction (Trust Fund)

### Program and Financing (in millions of dollars)

		2001	2002	2003
Identification code 14-8215-0-7-303		actual	estimate	estimate
<b>Obligations by program activity:</b>				
00.01	Cumberland Gap Tunnel.....	1	1	4
10.00	Total new obligations (object class 25.2).....	1	1	4
<b>Budgetary resources available for obligation:</b>				
21.40	Unobligated balance carried forward, start of year.....	6	5	4
23.95	Total new obligations.....	-1	-1	-4
24.40	Unobligated balance carried forward, end of year.....	5	4	0
<b>Change in obligated balances:</b>				
72.40	Obligated balance, start of year.....	2	2	1
73.10	Total new obligations.....	1	1	4
73.20	Total outlays (gross).....	-1	-2	-4
74.40	Obligated balance, end of year.....	2	1	1
<b>Outlays (gross), detail:</b>				
86.93	Outlays from discretionary balances.....	1	2	4
<b>Net budget authority and outlays:</b>				
89.00	Budget authority.....	0	0	0
90.00	Outlays.....	1	2	4